

Frequently Asked Questions

Below are responses to some of the most common questions and concerns expressed by residents that attended the meeting at Woolridge Elementary School on July 27, 2012.

1. Seven (7) speakers requested the addition of sidewalks and/or bike lanes.

Response: The CDA documents specifically preclude the installation of sidewalks and bike lanes using the bond funds. There are a number of other funding sources that could be used to provide these facilities, including the Transportation Alternatives Program (TAP), Revenue Sharing, and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. While the county will pursue funding through these programs, the annual requests typically exceed the available funding. In some cases, the county has to compete for funding with several other local jurisdictions.

2. Seven (7) speakers asked about or requested the installation of a traffic signal(s).

Response: An engineering study is required to determine if a traffic signal is appropriate. Studies are completed in accordance with the criteria established in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is a Federal Highway Administration publication and is adopted by all fifty states as the standard for determining traffic control signal needs. The Virginia Department of Transportation (VDOT) has agreed to perform new signal studies at all the major intersections along the Woolridge Road corridor. They have also agreed to work with county staff to consider future traffic volumes as part of that analysis. The whole process will take approximately ninety (90) days.

3. One (1) speaker asked about traffic calming.

Response: Traffic calming is intended for low-speed, low-volume residential streets. The VDOT Traffic Calming Guide further limits these applications to roads that are classified as local or collector streets with a posted speed limit of 25 mph. Woolridge Road is functionally classified as a Minor Arterial with a posted speed of 45 mph; therefore, it would not be eligible for traffic calming.

4. One (1) speaker requested the installation of a roundabout.

Response: Multi-lane roundabouts have proven less successful than their single-lane counterparts. Roundabouts also require a larger footprint than conventional intersections, which would cause additional, undesirable property impacts. In this corridor, county staff believes that traffic signals are the appropriate intersection control device.

5. Thirteen (13) comments asked for the project justification

Response: Woolridge Road is a narrow, two-lane road with ditches and trees adjacent to the travel lanes. Widening the road and adding curb and gutter will decrease the likelihood that motorists run off the road, making it inherently safer for the traveling public. The residential area around the project is one of the most popular in the county and projected to grow dramatically in the future. Widening the road to four lanes will reduce congestion caused by traffic that will come from continued, previously-approved residential development in the area.

6. Three (3) comments were about traffic projections.

Response: Updated traffic counts will be completed on roads in the area. These counts will be complete, along with detailed traffic projections, in approximately ninety (90) days.

7. Six (6) comments expressed concerns about speeding.

Response: VDOT performed a speed study on Woolridge Road in 2014 and determined that the current posted speed (45 mph) is appropriate based on both the average speed (46 mph) and the fact that 85% of drivers were traveling less than 51 mph. Speeds along the corridor have been monitored by the Chesterfield County Police Department since the meeting on July 27th. They verified that the majority of drivers are traveling between 45 and 50 mph.

8. Four (4) comments asked about extension of Powhite Parkway to Hull Street Road.

Response: There are currently no funds programmed for the extension of Powhite Parkway to Hull Street Road. The funds generated by the CDA cannot be used to construct any portion of the Powhite Parkway. If the Powhite Parkway is completed to Hull Street Road in the vicinity of Grange Hall Elementary School, it is unlikely to reduce traffic on Woolridge Road.

9. Four (4) comments dealt with crossover locations.

Response: Crossovers (breaks in the median) were provided at major intersections along the corridor. VDOT's Access Management Design Standards for Entrances and Intersections specify minimum spacing standards for these crossovers. As such, it is not possible to provide a crossover at every desired location. Staff will review the crossover locations and verify that they are in compliance with the standards.

10. Three (3) comments asked about the impact of the project on property values.

Response: The County will work with the assessor's office and the local realty association to determine if similar widening projects have had an impact on property values in other parts of the county.